



Hydraulic-operated door dumps Fast-Fill's load into planter boxes.

**HOLDS 8½ BU. OF SEED, FERTILIZER**

## Skid-Steer "Seed Box" Fast-Fills Planters

"I can fill the dry fertilizer boxes on my 16-row planter in 15 min. and the seed box on my 21-ft. drill in 3 min.," says Mark Herickhoff, Belgrade, Minn., who built his Fast-Fill seed box to get away from "the cost and complications" of using augers to transfer fertilizer and seed to his planter.

Herickhoff attaches the Fast-Fill to his skid-steer loader and lowers it under truck or wagon discharge chutes for filling. After filling up with a full load of 8½ bu., he empties it into the planter or drill boxes through a hydraulically-powered sliding bottom door.

Herickhoff says the Fast-Fill completely eliminates the need for auger systems on planters, drills and trucks. It's faster, he notes than a 6-in. auger.

The sliding bottom is 34 in. wide and opens 3 in. for unloading into wide boxes. For narrow boxes, two

baffles inside the bucket fold down so there's a 3 by 7-in. opening for the seed to exit. If you have leftover seed or fertilizer in the bucket, you can easily dump it back into the wagon or truck.

Herickhoff says the front end of the Fast-Fill is only 15 in. high, low enough to fit under most trucks and gravity boxes for filling. It quick attaches to most skid-steer loaders and requires 1,000 or higher SAE lift capacity rating. An auxiliary cylinder powers the sliding bottom.

Fast-Fill sells for \$649. Herickhoff is working on a model with an electrically activated cylinder for loaders not equipped with an extra hydraulic outlet. He's also testing a model for skid-steer loaders that have a 600 SAE lift rating.

For more information, contact: FARM SHOW Followup, Herickhoff Dist., R.R. 2, Box 182, Belgrade, Minn. 56312 (ph 612 254-3636).



Truck bed fuel tank "V's" down between the rear truck frame to hold 260 gal. of fuel.

**CARRIES 260 GAL. OF FUEL AND WHATEVER ELSE YOU STACK ON TOP**

## Truck Bed Doubles As A Fuel Tank

This may be the handiest pickup accessory we've ever seen. It's a first class flatbed that'll carry whatever the truck can handle on top while inside its frame there's room for 260 gal. of fuel.

Built by Ed Mitzimberg, owner-operator of a custom fabricating shop in Garfield, Wash., the fuel-carrying truck bed was designed for refueling tractors and trucks in the field while allowing the refueler to carry needed parts and equipment, too. Once the field work is finished, there's no fuel tank to clear out of the way. The truck is ready for other work.

"The fuel tank can be used for refueling, or it can be hooked directly into the fuel line of the truck. This latter option gives you tremendous range on the road without having to continually stop for gas or diesel fuel," says Mitzimberg.

The fuel flatbed has stake pockets around the sides. The fuel chamber starts inside of the stake area so there's a perimeter of steel around the fuel tank area to provide protection. Inside, Mitzimberg built a series of baffles both to support the frame of the flatbed and to keep the fuel from sloshing. The fuel tank is bigger than it looks at first glance because it drops down in a V shape between the frame of the truck.

The flatbed-gas tank, built for a ¾-ton pickup, sells for \$3,500. Mitzimberg says he could build even more fuel-carrying capacity into a flatbed for a 1-ton pickup.

For more information, contact: FARM SHOW Followup Ed's Custom Work, P.O. Box 37, Garfield, Wash. 99130 (ph 509 635-1450).

**COSTS A LOT LESS THAN BUYING A NEW HEADER**

## Wide-Row Cornheads Convert To Narrow Rows

"We convert wide-row cornheads to narrow for a fraction of the cost of a new head," says Wayne Weber, of Wayne's Welding and Repair, Morgan, Minn.

The shop takes cornheads — usually with 36 to 38-in. row spacing — and narrows them up, in most instances, to 30-in. spacing. The cost averages around \$200 a row, depending on the model, while trading up for a new header can easily cost \$1,000 a row or more, Weber points out.

"To narrow up a header, you basically strip it and then cut down the frame, shafts and auger. The chain sprocket must be repositioned, the row units moved together and then we cut and refit the sheet metal back

over it all. The last step is to repaint everything. It takes several days to do a 6-row header," explains Weber.

He has converted more than 35 headers in the past 12 months, some for farmers more than 300 miles away. He's done all the popular makes and says he doesn't know of a row head that can't be narrowed up. Most farmers, he says, narrow up their corn for higher yields and better stands, and to make their corn planting and cultivating equipment more compatible with their soybean equipment.

For more information, contact: FARM SHOW Followup, Wayne's Welding & Repair, Box 203, Morgan, Minn. 56266 (ph 507 249-3146).



Wayne Weber narrowed-up this IH cornhead from 36 to 30-in. spacing.